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Casks of 37½ lbs. net \$4.75 per Cask ex Factory.
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NEW PREMIER CYCLES. Best American
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Less old than the above.
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A fine, full, and fruity wine.
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A natural and most pleasant wine to the taste
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AWAY IN THE LEAD AND STILL GAINING.
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Hongkong, 13th June, 1903.

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Ladies' Afternoon Tea-Rooms.
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Hot and Cold Water throughout.
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Hongkong, 10th June 1903.

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(HOTEL-SANITARIUM OF SOUTH
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HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
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Macao is 40 miles south-west of Hongkong.
One steamer (ss. *Huanghai*), daily to and
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these centres.
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A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable.
WM. FARMER,
Proprietor.
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THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

[a1545]

The Daily Press.

HONGKONG OFFICE: 14, DES VUE ROAD, OL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 9th MAY, 1904

On the 11th March last Mr. TREVELYAN, Liberal Member for the Eland Division of the West Riding of Yorkshire, introduced into the House of Commons a Bill for the taxation for local purposes, over and above present sources of revenue, of land values. The Bill proposed, according to the summary given, as its main principles that in case of undeveloped property the real selling value of the land should be the basis of taxation for local purposes, and that land values should be rated separately from buildings, the land value being taken at an amount equal to 3 per cent. on the selling value. Mr. RUTHERFORD, who seconded the motion, recommended the Bill to the acceptance of the House on the ground that it would stimulate building on land which was now kept out of the market. Doubtless Mr. TREVELYAN in introducing the Bill to the notice of the House flattered himself, not only that he was a reformer of the first water, but that his scheme introduced into Municipal Finance an entirely new and hitherto unthought of principle which he, a reformer by a long hereditary descent, had the privilege of being the first of mortals to introduce to the notice of municipal man. Alas! for such a conception; an ancient philosopher has said that there is nothing new under the sun, and Mr. TREVELYAN's grand scheme is no exception to the rule. With the exception that we must read five per cent. instead of three, owing to the higher rates of interest prevailing in Asia, the scheme of land taxation towards municipal expenses has for some sixty years been the rule in Shanghai, ever since, in fact, the first foundation of the settlement, and constitutes a very important factor in local taxation. Of the amount of nearly one and a half million taels raised during the year 1903 the sums accruing under each head were in the following proportions:—Taxes on land direct, 20.6 per cent.; taxes on houses and buildings, 42.8 per cent.; wharfage dues, 12.1 per cent., and licence fees, 24.5 per cent. One of the crying evils of modern municipal finance is undoubtedly its growing extravagance, and with the present incidence falling almost exclusively on house property, and amounting on an average to upwards

of eight shillings in the pound, it is little wonder that the ingenuity of successive municipal chancellors of exchequer has been tried to the very uttermost. The collective mouths of the Finance Committees of many an English borough would water did they only have the number of wells to draw from at the disposal of the Shanghai municipality. Still, withal, Shanghai on the score of economy, notwithstanding its possession of these extraneous resources, may well put to shame its home compeers. The growth of municipal extravagance in England has been of some half century's growth; still some ten years ago the rates were kept down in the majority of cases to the neighbourhood of five shillings in the pound. Recently, owing to the favourable conditions of the money market prevailing, municipalities permitted themselves to be tempted into an evil practice of raising loans out of all proportion with their current wants; the effects are seen in the steady growth of municipal indebtedness, and the increasing desire to indulge in municipal trading, often to the serious detriment of the towns themselves. The effect has been to plunge the various towns in financial difficulties, and in order to meet their new engagements every source of revenue available has been exploited.

This, of course, rather than any desire for a juster incidence of taxation, has been the exciting cause in this new proposal to tax land values; in the present temper of municipal wire-pullers the effect would not be to reduce taxation, but to afford a new basis for municipal extravagance to be as recklessly made use of as have the old sources of revenue now pledged to their utmost limits. Gradually the various municipalities are being unpleasantly reminded that the expansiveness of their revenues has become a thing of the past, and that financial ruin or heavy retrenchments are the only alternatives offering. The new suggestion to increase the burdens on the ratepayers, though brought forward under the specious pretext of equalising burdens, is felt to be merely a new device for raising more money, and though a small majority passed the second reading there was exhibited but little inclination, having endorsed the reasonableness of shifting an unequal burden, of proceeding further. Historically the example of Shanghai affords but little support to the contentions of the home municipalities. The practice of taxing land values was originally the only source, with a fee for landing cargo, of municipal revenue, but in those days there was no differentiation between owners of land and residents. It was not in fact for many years that the idea of any distinction arose. The only objects of expenditure in those early days were the making of a few roads, actually necessary repairs to jetties, and one or two small bridges, and these were naturally undertaken by the owners of the various lots. When after a generation the dwellers in rented houses came to be a class of their own, and needed such luxuries as lighting, police, cleansing, &c., it was felt to be unfair that the landlord, now often absent, should have to bear the entire brunt of these new-fangled innovations, so a compromise, which did not in appearance seem unreasonable, was arrived at; householders for the first time came to be taxed for luxuries which in the progress of events had become necessities, but as a set-off were admitted to full participation in the municipal councils, now no longer of land-owners but of ratepayers. This, and not any doctrinaire scheme of shifting burdens, was the explanation of the fact that burdens have been distributed in the baby community of Shanghai in a manner which well excites the jealousies of the older home municipalities. Still it is wise to remember this difference, that while the process in Shanghai has been one of natural growth, the new scheme of Mr. TREVELYAN, though seemingly identical, bears all the external marks of artificiality.

Lieut. W. A. Crane, H.K.V.C., has been granted six months' leave of absence.

The appointment of Mr. P. N. H. Jones as Vice-President of the Sanitary Board is notified in the *Gazette*.

It is notified in the *Gazette* that Lieut. K. M. Hodgson, Sherwood Foresters, has been appointed A.D.C. to H.E. the Officer Administering the Government, with the rank of Captain.

Two more fatal plague cases were reported up to noon on Saturday, both victims being Chinese, one at Kowloon City and the other found on the Praya East foreshore.

Holy Trinity Church, near Kowloon City, has been licensed for the solemnisation of marriages. Holy Trinity is the church of the Chinese branch of the Anglican community in Hongkong.

At the conclusion of the billiard match of 18,000 up for £200, at Manchester, between Charles Dawson, the champion, and H. W. Stevenson, the ex-champion, Dawson was beaten by 1,884 points.

A brief report of Dr. W. V. M. Koch, Inspecting Medical Officer, on the Po Loung Kok in 1903, is published in the *Gazette*. The report is satisfactory, and the general health of the inmates is stated to have been good. Only two deaths occurred during the year.

News from Phnompenh on the 26th April states that King Norodom of Cambodia was in a precarious condition and was unable to take food. His death was hourly expected. The successor is L. Obharach, a brother of the King.

The following is from a S. Petersburg journal:—"We sincerely wish that as many of the Mikado's subjects as possible may be landed without ceasing, day and night, at the greatest possible number of points on the coasts of Corea and China. Not one of them will return."

Earl Percy, replying to a question in the House of Commons on the 18th ult., said the agreements between Great Britain and Siam dependencies in the Malay Peninsula are strictly confidential and it was not intended, in deference to the wish of the Siamese Government, to publish them.

As many readers have mistaken the defendant in the case of "Northcott v. Ramjahn," heard at the Supreme Court and briefly mentioned in our issue of Saturday, to be Mr. Ahmet Ramjahn, member of the Sanitary Board, we are asked to state that the defendant was Sheikh Abdul Ramjahn, who is not in any way related to Mr. Ahmet Ramjahn.

The United States census estimate for 1903 shows the population of the United States, excluding Alaska and the annexed islands, to amount to 79,900,000, being an increase of 3,906,000 since 1900. The estimated populations of the principal cities are:—New York, 3,716,000; Chicago, 1,874,000; Philadelphia, 1,368,000; St. Louis, 600,000.—*Reuter*.

The Women's Christian Temperance Union of New Jersey, where there are many sects, resorts, have decided to start a crusade against mixed public bathing, as being improper and corrupt. A visiting Englishwoman told the Temperance Union that she was shocked by the public bathing conditions in America, which would not be permitted in England.—The visiting Englishwoman would, we suppose, be more "shocked" were she to come to Hongkong in the bathing season.

By means of an ingenious arrangement of abbreviations, a writer in the *Gazette* has attempted to describe the social and political state of France at the present time. He declares that:—"The Nation is: A.B.C. (abaisse). Respect for France is: F.A.C. (efface). Army and Navy are: D.P.C. (dépense). Justice is: D.C.D. (décide). Most of the Deputies are: H.T. (achevé). Liberty is: F.M.R. (éphémère). Faith is: O.T. (ôte). Commerce is: B.C. (baisse). The price of food is: L.V. (élève). The ruin of the country will soon be: H.V. (achevé)."

On Friday night the R.E. Non-commissioned Officers' Mess gave their concluding dance for the season in the R.E. Theatre. It was a very enjoyable affair, about 75 couples being present. Col. Sergt. Fielding and Sergt. Jenkins supplied the music, and the duties of M.C.'s were carried out by Staff-Sergts. Walston and Taylor. Supper was served during the evening. Sergt. Major George, who has done much in promoting theatrical and musical entertainments in connection with the corps, made his farewell appearance before leaving for home, and got a hearty send-off.

The following returns of the average amount of banknotes in circulation and of specie in reserve in Hongkong, during April are certified by the managers of the respective banks:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China.	3,437,362	2,200,000
Hongkong and Shanghai Banking Corporation.	11,990,765	7,000,000
National Bank of China, Limited.	497,605	150,000
Total.	15,925,732	9,350,000

The following is the programme of music to be performed by the band of the 89th Burma Infantry on the New Parade Ground from 5 to 6.30 p.m. to-day:—

March.	"The Uhlan's Call".....	Eilenberg
Lancers.	"The Army and Navy".....	Allan
Selection.	"The Toreador".....	Carrill & Monckton
March.	"Slavonic Dance".....	Karoly Klav
Selection.	"A Chinese Honeymoon".....	Talbot
Waltz.	"God Save the King".....	Follet

A telegram from Tibet, dated 20th April, states that the Viceroy of India has telegraphed to Colonel Younghusband and all the members of the Mission, congratulating them on having reached Gyantse in the face of difficulties unexampled in warfare. The message has caused much satisfaction. Of the Tuna Garrison 26 died in three months, the result of unavoidable exposure. Large convoys of sick and frost-bitten men are sent down every month to India. Those that have reached Gyantse represent the survival of the fittest. Gyantse plain forms the basin of four valleys—a kind of vortex in which the whirlwinds and hurricanes loaded with heavy dust tear through the camp every day. To-day the towers at the gateway of the fort were blown up. The General and Staff are returning to Chumbi, leaving the Mission with a strong escort. Local rumour credits the Chinese Lamas with attempting to raise a fresh army in the Khan Province.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

THE WAR

JAPANESE LOAN ARRANGED.

LONDON, 6th May, 10.55 a.m.

The Japanese Loan has now been arranged. Five millions are to be issued in London, and the same in New York. The loan will be for seven years, will bear 6 per cent. interest, and is issued at 93½.

PORT ARTHUR CUT OFF.—ALEXIEFF LEAVES.

LONDON, 6th May, 10.55 a.m.

The Japanese Fleet is now behind Laotshan, while the Japanese transports are at Pitsuwao.

Admiral Alexieff has left Port Arthur to join the active army.

BESOBRADOFF STARTS EAST.

LONDON, 6th May, 10.55 a.m.

Admiral Besobradoff has left S. Petersburg for the Far East.

FENGHWANGCHENG REPORTED ABANDONED.

LONDON, 6th May, 10.55 a.m.

It is reported that the Russians have abandoned their position at Fenghwangcheng.

ALL SOUTH OF MOUKDEN IN JAPANESE HANDS.

LONDON, 8th May, 2.20 a.m.

It is reported from S. Petersburg that the railway and telegraph south of Moukden have been cut and that the surrounding country is in the hands of the Japanese.

FENGHWANGCHENG CAPTURED.

LONDON, 8th May, 2.20 a.m.

It is reported that Fenghwangcheng fell into the hands of the Japanese on Wednesday after fierce fighting, with heavy losses on both sides.

ADMIRAL STOESSSEL'S CONFIDENCE.

LONDON, 8th May, 2.20 a.m.

Admiral Stoessel in a speech at Port Arthur expressed his confidence about the place holding out.

ALEXIEFF AT MOUKDEN.

LONDON, 8th May, 2.20 a.m.

Admiral Alexieff has arrived at Moukden.

THE TIBET MISSION.

BATTLE AT GYANTSE.

LONDON, 8th May, 2.20 a.m.

On Thursday the Tibet Mission attacked Gyantse with success. The Tibetans lost 250, the British only two wounded.

REUTERS' SERVICE.

THE WAR.

LONDON, 5th May.

At a dinner of the Japanese Society at which Viscount Hayashi presided, M. Suyamatsu declared that the Japanese would never surrender while a drop of blood was left in their veins. Many thought that Japan was unable to carry on the war for economical reasons; he admitted Japan's wealth was limited, but it was not so limited as outsiders supposed. Viscount Hayashi said the Emperor and the people of Japan would be much rejoiced at the warm manner in which Britain had shown her sympathy.

General Kuropatkin has asked the Red Cross Society to send 2,000 more beds for the Military Hospitals at the front.

PORT ARTHUR INVESTED.

LONDON, 5th May.

The Japanese have landed at Kinshai, forty miles from Port Arthur; the railway is consequently closed, and the investment has begun.

THE JAPANESE LOAN.

LONDON, 5th May.

The new Japanese loan is for £10,000,000, of which £5,000,000 will be issued in London and £5,000,000 in New York.

THE BALKANS.

LONDON, 5th May.

Lord Lansdowne, replying to Earl Spencer, confessed that the progress of the reforms in the Balkans was disappointing and, if not accelerated, that we might be confronted by a situation of the gravest anxiety.

MR. BALFOUR BEFORE THE PRIMROSE LEAGUE.

LONDON, 5th May.

Mr. Balfour, speaking at the Primrose League meeting, dwelt on the difficulty of inducing the Porte to effect reforms in Macedonia, and declared that the Government would not allow themselves to be made a caspary by the revolutionaries, who would rather that genuine reform failed than succeeded, if it did not go the whole of the length they wished.

Mr. Balfour referred to the enormous value of the Anglo-French Agreement, which he believed was permanent, and that what might at first appear a hasty diplomatic construction would become a solidified bulwark against the invading tide of war, resisting all changes and chances besetting international arrangements.

WAR NOTES.

PORT ARTHUR BLOCKED.—JAPANESE OFFICIAL NEWS.

The Japanese Consul has kindly transmitted the following telegram:—

Admiral Togo reports that the combined fleet effected on the 3rd May the third blocking operation against Port Arthur. The gunboats *Akagi* and *Chokai* and the 2nd, 3rd, 4th, and 5th destroyer flotillas, and the 6th, 10th and 14th torpedo-boat flotillas, with steamers, started out on the 2nd instant. A strong wind soon arising greatly hampered the movement. The Commander ordered a stop in the operation; but the order did not reach, and eight steamers proceeded and made a dash for the harbour, despite the enemy's search-light, fortress-fire, observation mines, and mechanical mines.

Five steamers gained the harbour mouth, especially the *Mikawa-maru* and the *Totomimaru*, who, breaking the boom, reached the further inside.

The entrance is considered effectively blocked, at least for cruisers and battleships.

Three other steamers were sunk before reaching the mouth.

Our flotillas remained till morning and rescued half of the crews of the sunken steamers.

Torpedo-boat No. 67 had her steamships hit and disabled, but was towed away by torpedo-boat No. 70.

The destroyer *Isotaka* was damaged in part of her engines, but is safe.

The flotilla's casualties are three wounded and two killed. No other damage was done.

TELEGRAMS TO SHANGHAI.

The N.C. Daily News publishes the following telegrams:—

"Tokyo, 3rd May.—The latest returns show that the casualties in the Imperial Guards Division were less numerous than in the others, the whole list being little longer than the former estimate of seven hundred. The capture at one stroke of twenty guns in the Russian artillery base at Kiuliencheng was largely due to the Twelfth Division, which advanced via Sukuchin, the point from which the Japanese crossed the Yalu in the China-Japan War. Contrary to the Russian belief of its impossibility, the Twelfth Division skillfully forded the Ai Kiang, a tributary which enters the Yalu east of Chiuliencheng."

"Tokyo, 3rd May.—All non-combatants have evacuated Dalny, and all official documents and articles of value have been sent away from the city. It is learned at Tokyo that the guns on board the disabled vessels at Port Arthur have been transferred to the land defences."

"Tokyo, 3rd May.—The Emperor, in his message, says that he warmly appreciates the distinguished services of General Kuropatkin and Rear-Admiral Hosooya."

"Tokyo, 3rd May.—The Japanese newspapers are exceedingly gratified at the destruction of one corner of the Muscovite pyramid, but urge that the completion of the work is still a long way off, and it would be a mistake to be over-sanguine."

NEW TYPE OF DESTROYER.

A S. Petersburg report states that in a small shipyard between S. Petersburg and Oranienbaum a destroyer of a new type is being built for the Russian navy. It is of a similar pattern to the *Cobra*, but somewhat stronger in construction. It will have double bottom and sides, the intervening space to be filled with oil. The boat is designed to steam 500 miles with coal, and a further 450 miles by means of this oil. It will be built of a metal less rigid than that used for the *Cobra*. The designers believe it will thus be able to resist the action of the waves, and escape the fate of the *Cobra*. The boat will be finished in time to join the fleet which leaves the Baltic for the Far East in the autumn.

WITH A RUSSIAN CAVALEY TRAIN.

The trains conveying the Russian cavalry regiments from S. Petersburg to the Far East stop several times during the journey in order that the horses may be exercised. When the special stations which have been built along the line for this purpose are reached the horses are removed in couples and given a good run across the country. In spite of this precaution,

many of the beasts suffer severely from the length of the journey, and some die before half the journey is accomplished. At Chabin all the horses are paraded before an inspector, the sick and dying are removed from the train, and those which are beyond recovery are mercilessly killed.

JAPANESE ON AUSTRALIAN HORSES.

A semi-official telegram from Liangyang says that in the engagement at Chong Ju it was remarked that the Japanese regiments of guards were mounted on superb Australian horses, very different from the sorry lucks usually met with in the Japanese cavalry. The Cossacks were able to capture several of the enemy's horses. The slowness of the Japanese advance has been attributed by some commentators on the war to the "wretched nature of their horses." The pursuit after the battle of the Yalu afforded no proof that the cavalry were badly mounted.

THE WEAK POINT IN A JAPANESE SOLDIER.

We have heard a great deal in the way of praise of the Japanese soldier lately; his courage, his sobriety, his discipline, and his smartness, have all been mentioned, remarks a London paper, and we have been told how the thick-set little soldier can carry his knapsack and march for miles at wonderful speed. A French army surgeon, who has spent many years in China and Japan, has lately drawn attention to a point in the Japanese Atkins which seems to have escaped most writers. He asserts that "ce petit colosse a des pieds d'argile." The Japanese soldier, he says, who is so hardy in enduring fatigue, falls short of being a good soldier on account of his feet. Western civilisation, which has penetrated into the land of the rising sun, seems to have spoiled the value of the Mikado's army as regards the men's feet, and it may be asserted that the foot of a Japanese is less easily adapted than is his brain to European ideas. The silk hat, the dress coat, the eyeglass, and other items of fashionable costume, have been adopted without difficulty; but it is different with foot-gear. In short, the national Japanese foot is ill at ease in a European shoe. Every Japanese who wears European boots hastens, on his return home, to get rid of these instruments of torture, and to put on instead the straw sandals or wooden pattens to which he is more accustomed. And the peasant who, until his enrolment, has had his feet perfectly free, is not far short of being a cripple when he has his feet in a leather case. In 1900, in the campaign against China, the Japanese troops had but little marching to do; but in 1905, during the campaign in Manchuria, the marches were often long and painful, and the number of men who became lame was considerable. Many of the soldiers, and even some of the officers, marched in straw sandals, which, of course, are no protection when the thermometer is 40deg. below zero, as it is in winter in Manchuria. The French surgeon concludes by saying that in Manchuria victory will go to the army with the soundest feet.

THE LIAO NEUTRAL LINE.

A Russian violation of the neutral line, west of the Liao river, recently, according to a reliable dispatch from North Chinchow quoted in the N.C. Daily News, almost brought on a conflict between themselves and General Ma Yuk'un's troops stationed in the vicinity on several occasions. General Ma telegraphed to Peking reporting matters and asking to be allowed a free hand to deal with the Russian invaders, but, as usual, the timid officials in the Waiwupu refused the permission, telling the General "to keep quiet," thereby making the declaration of neutrality west of the Liao a dead letter.

JAPANESE REFUGEES.

The following telegram dated 2nd April was received in S. Petersburg from Mukden:—According to the report of the military administrator of the province of Heilansha, the 237 Japanese who were invited to leave Blagovestchensk arrived at Tsitsihar on the 31st ult, and left again for Irkutsk to-day. In reply to the administrator's questions, the Japanese declared themselves unanimously satisfied with the treatment they have received during the journey, which they said, was made under agreeable conditions. They had no complaint to make. They were given permission to send letters through the Russian post to Blagovestchensk in order to ascertain the condition of the sick who were left there. The Japanese doctor who accompanied the refugees asked for and was given medicines for the sick. The Japanese appeared to be in good health, and were quite calm.

EMPLOYMENT OF REIGARDS AND CONVICTS.

The *Kotische Zeitung* last month published the following telegram from S. Petersburg:—"It is reported from Harbin that two Russian officers have organised flying detachments of Chumchuses to operate against the Japanese. Opinions differ as to the advisability of this measure, which is opposed in many quarters. A force of irregulars, consisting of 200 convicts from the Caucasus, who wish to expiate their crimes by fighting for their country, has arrived at Harbin and been despatched to the Yalu River. In Sakhalin a scheme is also on foot for forming a militia out of the convicts confined there."

RUSSIAN FORTIFICATIONS.

According to advices received at Moscow last month from Vladivostok, the Russian sappers have completed the fortification of a line extending through the towns of Tulpin and Tala-shan, in Southern Manchuria, and artillery was being brought into position there. A similar entrenched line has been made between the towns of Liangyang and Fenghwangcheng. These lines of fortification, it was stated, render the headquarters of the Russian Army at Mukden almost impregnable. Big guns are also already being mounted at Mukden itself. The Grand Duke Michael is expected at the seat of war at the beginning of the summer.

HONGKONG JOTTINGS.

I saw the statement in a home paper recently that Sir John Anderson, who has just taken the oath as Governor of the Straits Settlements, is the youngest Governor in the Colonial Service. As he is 46 years of age, our own Governor-designate must run him very close in that connection. For Sir Matthew Nathan was also born in 1862. In looking over the few biographical notes in the Colonial Office List and other works of reference, I came to the conclusion that Sir Matthew's luck must run on nicely, and I wondered whether the coincidences here under note have ever been remarked by His Excellency himself. It appears that he was twice nine years of age when he entered the Royal Engineers; he was three times nine when he obtained his captaincy and distinguished himself in the Lushai campaign; he was four times nine when promoted to the rank of Major, and five times nine when chosen to be Governor of Hongkong.

The public are beginning to get a little apprehensive once more about the water supply of the Colony, the advent of the rainy season being later this year than last, and the levels in the storage reservoirs much lower. On the 1st May there was almost exactly half the quantity of water in the reservoirs that they contained on the same date last year. The Return published by Mr. Jones, the Acting Water Authority, shows that on the 1st inst. there were in the reservoirs only 59,081,000 gallons of water, which represents little more than a month's consumption with the intermittent system of supply in force. Fortunately, to all appearances, we have not long now to wait for the replenishing of the reservoirs. Last year the dry season practically ended on April 27th, and the boon of a constant supply was restored on May 7th. The Water Returns clearly demonstrate the necessity for pushing on the scheme which was referred last year to the Secretary of State for the Colonies of providing for the construction of a dam at Tytan-tak to impound 104 million gallons of water. I have noticed no announcement that this scheme has yet been definitely sanctioned by the Colonial Office, but it is quite time that this work was put in hand.

In Mr. Basil Taylor's report on the Harbour in 1903, under general remarks, may be found the following paragraph:—"The building of the much-needed new Harbour Office has now been commenced, and it is to be hoped that the work will be pushed on as quickly as possible, as the work of the Department is seriously hampered by the restricted view of the Harbour from the Office. But it is scarcely probable that the new Office can be opened much before another two years have passed." It is always thus in Hongkong with Government work. What department, I wonder, can be pointed to not having suffered from inadequate present accommodation and delay in the provision of new?

The suggestion which has been made to the Chamber of Commerce by Mr. S. T. Dunn, the Superintendent of the Botanical and Afforestation Department, to the effect that an experiment should be made in the cultivation of cotton in the New Territory, is one which the Chamber might well press upon the attention of the Government, and it may be hoped that the Government will be found only too willing to appropriate a small sum in the next Budget for the purpose of making the experiment. Since the formation of an Association at home having for its object the development of cotton cultivation in the Colonies, the Colonial Office has shown a very praiseworthy interest in the enterprise, and I suppose Mr. Dunn's investigation of the agricultural aspects of the New Territory was prompted by the lively interest the subject of colonial cotton-growing has evoked. France has its "Association Cotonière Coloniale," established less than two years ago, and it seems to have amply justified its existence, though it has had to depend entirely on private support. Indo-China is one of the French Colonies now growing cotton, and there is not a great difference in the climate of Indo-China and Kwangtung. There is very little doubt that the cotton farmers in the New Territory would take to cotton-growing if the Government experiment proved a success.

A correspondent tells me that he witnessed a strange contest the other day on one of the higher-level roads between a bird of the magpie species and a snake. The reptile was over two feet long and the bird about the size of a pigeon. In the end the bird came off victorious, killing the snake by pecking at it and by lifting it off the ground repeatedly and letting it drop from a height. Four other birds of the same kind as the contestant were attracted to the scene and very ungraciously tried to rob the victor of his spoils, but he contrived to beat them all off and flew with his prize to a neighbouring tree where no doubt he enjoyed a meal in peace and security.

A Camera Club ought to be popular in a picturesque place like Hongkong. At the third Annual Photographic Exhibition of the Foochow Camera Club on the 19th ult. over three hundred prints were hung from exhibitors in all parts of the world, a specially noteworthy collection having been sent by the Camera Club of San Francisco, California.

BANYAN.

BEWARE OF THE PUTTY
offering Institutions of Macmillan & Cameron's Pens
"They come as a boon and a blessing to men,
The Pickwick, the Owl, and the Waverley Pen."
Sold at all Stationers.
MACMILLAN & CAMERON, LTD., Waverley Works
Edinburgh.

THE GREAT SHEKWAN FESTIVAL.

A MUSHROOM CITY.

Away back in days that are dimmed by antiquity the fisher people of Deep Bay and Canton River built a temple to their Goddess, Tien Hau Tan, and called it Shekwan. It may be that at a less remote period a city sprang up around the sacred building as cities have grown about our English cathedrals, but to-day the environments of Shekwan are devoid of the evidences of gregarious human life; barren hills above and flooded paddy-fields beneath fill up the scene. At ordinary times the only signs of habitation are a curl of blue smoke rising from the temple buildings, a fishingboat in the bay, or a solitary figure among the rice. But what a vast change comes with the annual festival! For be it known that each year, in the Third Moon, and on the twenty-third day, the devout votaries of Tien Hau journey in their thousands from all parts of the southern provinces to worship at the ancient shrine and supplicate for good crops in the coming months. The festival indeed is one of the most famous in China, yet though its celebration takes place at our very door it is but little known to Europeans here.

Shekwan Bay is famous for the quality of its oysters and its crabs. During the past few days it has presented the appearance more of an important shipping port than of an unsequestered light under whose placid surface lie the silently growing beds of shell-fish. Junks by the hundreds filled the bay—junks of strange shapes and rig; from the covered-in house-boat peculiar to the inland rivers to the huge coaster of a hundred tons or more with massive cannon crowding over the bulwarks; the war-vessel with flags and brass in gay attire, and the rapid sampans fitted in and out among the shipping. More than a score of steamers, big and small, from the old "converted" wooden hull to the latest type from the shores of France, lent diversity to the scene.

On shore the view was even more wonderful. Where only a week ago the eye could see nothing but paddy-fields and find nothing more interesting than the old dismantled fort on the hill (a dragon with his fangs out), a veritable city now appeared, a city of bamboo and palm-leaf. Numberless gangways had been built out into the sea for landing pilgrims from the boats. A great broad wooden street had been built on piles from the wharves to the temple across the watery fields, and all throughout its half-mile length it was flanked with booths where could be bought joss-sticks, joss-paper and crackers by the cart-load. The great joss for which Shekwan is famous are coloured paper cocks. Thousands upon thousands are bought and carried away into the remotest parts of Kwangtung and Kwangsi. These are carefully preserved among the household gods until next festival comes round, and happy is the man or woman who out of the myriad sold chances upon the chancier who evinces an ability to crow, for everlasting prosperity follows in the footsteps of its happy possessor and his or her kin.

But the purchase of cocks and souvenirs is a matter of after consideration. Our first device must be paid to the temple and its goddess. It is not "the thing" to dare to enter the sacred precincts of the temple without bringing a votive offering, so we arm ourselves with an abundance of crackers and set off. What a crush! At one part of the way so great is the press that the narrow thoroughfare is incapable of accommodating all who would pass templewards. To make matter worse, there is a sudden rush of people coming from the opposite direction. It is the crowd being driven forward by the patrol of braves. The stream of people becomes compressed, the strain increases, and at last the human throng bulges out at the sides, invades adjacent stalls, and even betakes itself to the paddy-fields at the risk of going wet-shed for the rest of the day. After much crushing and good-natured interchange of badinage we reach the temple. The joss-pidgin is soon over, and we are glad to escape into the courtyard and get away from the din of crackers, the jostling and the cinders from the paper fires that fill the throat and eyes. It is a fine old temple replete with old pictures, rare carvings, and resplendent idols. In the courtyard one finds that it is a case of "out of the frying-pan into the fire." There is scarcely room to move. Games of chance are in full swing—fantan, kluk-kluk, dominoes, and the three-card trick all engaging attention. Chained up to a great stone lion are two miserable creatures, who, we are told, are pirates awaiting sentence, but there is a warning to evil-doers. They hide their faces in their folded arms and refuse to look up.

Opposite the temple is the theatre. The play is just about to begin as we see by the coming of an old man on to the stage with a pail of water which he forthwith sprinkles over the matting that the dust may be kept down. There is a weary prologue, lightened only by the vagaries of a clown with white painted nose and lip which he contorts in such a manner as to convulse the audience with suppressed laughter. Then comes the play. It is on the customary lines of Chinese drama. The opposing forces meet, terrible in their battle array, and one side is put to flight. The King receives news of the disaster to his forces and calls his counsellors in to conclude to decide upon the course of action to be taken—shall it be peace or war? His daughter the Princess is present. She (or he rather) would pass for one of the ugly sisters in a "Cinderella" pantomime. Her face is painted white after the style of a singing-girl, but the paint stops at her chin and leaves exposed a scraggy, yellow neck with bulging muscles. What was the result of the conference we did not wait to hear, but the audience appeared to be highly interested in the proceedings.

On the road back to the seashore we had more leisure to notice the sights of the fair. Every now and again we came across patrolling braves with burnished rifles on their shoulders. They cut a fine figure when employed in pacific pursuits. There are others, too, whose duty it is to prevent the organised cruises got up by the pickpockets and cutpurses. They are armed with only a rattan-cane, but for their purpose it proves to be much more efficacious than the rifle. It is part of their duty also to keep the legion of beggars in order. If one should yield to the supplicatory "Cumsa, taipan," of a single member of this vagrant brotherhood, one is immediately pestered with a small army of them at his heels. Great was our relief when a cane-wielding regulator of the traffic appeared on the scene and dispersed one such tail with a few sharp cuts of his cane about the shoulders of the most clamant of the beggars. We smiled our thanks, but apparently he wanted a more substantial acknowledgment of his services, for he held out his hand for the "cumsa" that we had denied to our tormentors. Typically Chinese, truly!

At various parts of the roadside one sees examples of loathsome humanity such as put one in mind of the Biblical description of the gates of the temple at Jerusalem. The maimed, the halt, and the blind are all here, as well as lepers in every stage of emaciation brought on by that foul disease. While they cry aloud for charity and lay bare their ghastly sores, the pilgrims laugh and chaff in the contiguous eating-houses or barter merrily with the booth-keepers for a Shekwan cock. It is well to get away from such a place. It is a respite even to stumble across a butcher at work bleeding pigs and handing them over to his *jokis* to be dressed and roasted whole in an extemporised oven built of clay on the beach. Great heaps of oysters lie on the foreshore, numerous men and women being employed in forcing the reluctant shells to disgorge the delicacy that they guard so carefully. Everyone on the return journey carries "joss" of some sort, and toothsome dainties for the family at home—oysters, fresh and dried, crabs or Chinese sweetmeats; and it is a light-hearted, merry (if tired) crowd that regains the steamer as she sets out for Capetown.

LAWN TENNIS.

H.K.C.C. TOURNAMENT.

The position up to date is:—

DOUBLES HANDICAP.

Third Round:—Martin and Strickland beat Gray and Dartnell; Atkinson and Smith beat Beavis and Rouse; Beattie and Manning beat G. H. Potts and E. Deacon; Pinckney and Grist beat Scott and Gillingham; R. and H. Hancock beat Boyd and Smith, R. A. Parr and Slade beat Edwards and Ward; Craig and Holyoak beat Tozer and Grimbale.

Fourth Round:—Martin and Strickland beat Atkinson and Smith, 7-5, 6-1.

SINGLES HANDICAP (CLASS A).

Third Round:—L. Murphy beat W. J. Newland; A. Boyd beat P. R. Wolf; E. Humphreys beat E. Deacon; E. R. Hallifax beat W. L. Martin; A. Humphreys beat G. H. Edwards; A. C. Butt beat E. J. Grist.

Fourth Round:—E. Humphreys beat A. Boyd.

CHAMPIONSHIP.

Second Round:—A. Humphreys beat H. Humphreys; P. R. Wolf scratched to R. Hancock; W. L. Martin beat C. A. Parker; P. Strickland beat A. C. Butt.

Semi-Final:—A. Humphreys beat W. L. Martin.

SINGLES HANDICAP (CLASS B).

Second Round:—R. B. Beattie beat W. E. Craig; L. E. Dartnell beat W. King; R. Baggan beat T. C. Gray; W. S. Allen beat R. Hirsch; R. Manning beat S. A. Selh; P. K. Knyvett beat A. G. Ward; C. P. Chater beat H. M. Bain; G. Grimbale beat F. P. Musso.

Third Round:—R. B. Beattie beat L. E. Dartnell; R. Manning beat W. S. Allen; C. P. Chater beat P. K. Knyvett.

PROFESSIONAL PAIRS.

Third Round:—Atkinson and Smith beat R. Hancock and Chater; Grist and Beavis beat A. and E. Humphreys; R. Hancock and Slade beat Martin and Strickland.

NAVAL NOTES.

IN THE STRAITS.

A Singapore paper says:—"After all, it seems certain that the *Talbot* will go to Penang." That means that it is the *Festa's* trip to Bangkok that is off.

NEW ARMAMENT FOR COUNTY CLAS.

The Admiralty have, it is understood, decided upon an important change in the armament of the six armoured cruisers of the improved county class which are now under construction, at an anticipated total cost of £200,000 for all the ships. The armament as designed originally was to be fourteen 6in. guns, but on Mr. Watte becoming Chief Constructor to the Navy two 7.5in. guns were substituted for four of the 6in. guns. Four more of the 6in. guns are now to go, and to be replaced with 7.5in. weapons. Thus four 7.5in. and six 6in. guns will be carried. The 7.5in. will be mounted thus:—One will be placed forward in a turret and another aft. The other two will be in casemates, fired ahead or on the broadside. Thus three 7.5in. will fire ahead and as many on the broadside. The names of the ships affected are the *Devonshire*, *Hampshire*, *Argyll*, *Roxburgh*, *Antrim*, and *Carnarvon*. The change will be a great improvement, markedly strengthening the battery, since the 7.5in. 200lb. shell, as against the 6in. gun's 100lb. shell, and will perforate a much greater thickness of armour.

CANTON.

[FROM A CORRESPONDENT.]

Canton, 7th May.

TELEPHONE IN FAVOUR.
The introduction of the telephone, following closely the advent of the railway here, is proof that Canton does not intend to lag behind her northern rivals in adopting Western ideas. The Viceroy, the Governor, and all the principal officials are now on the telephone list, together with many of the foreign mercantile firms.

PIRACY DECREASING.
The active measures taken by H.E. the Viceroy for the suppression of river piracy have been eminently successful, only two or three cases having been reported during the last four months. When it is remembered that before this Viceroy's arrival piratical attacks were of almost daily occurrence, great praise is due to H.E. for his prompt and vigorous action.

SUPPRESSION OF LOTTERIES.
We hear on very good authority that plans are being matured to put a stop to the "Sun Wai Shing" lotteries, a form of gambling carried on by the poorest class, and which causes a great deal of the poverty, with its attendant evils, existing among the small shopkeeper and coolie class. The abolition will be of inestimable benefit to these people, and is a really enlightened stroke of policy for a Chinese official, considering the opposition likely to ensue in view of the fact that it will entail a diminution of revenue to the extent of some \$1,200,000.

CONCERT AT S. PATRICK'S HALL.

The Pierrot Company gave a concert at the above Hall on Saturday, commencing at 8 p.m. There was an exhibition of ventriloquism by Prof. Scully which was excellent, a recitation and a club performance, both of which were very good, and a number of songs all well sung. The audience was a fairly good one and a very enjoyable evening was passed. Corporal E. Morris acted as pianist during the entertainment and executed all the parts well.

WHAT DOES THIS MEAN?

Is the following telegram, which we take from the N.C. Daily News, to be interpreted as the herald of another change of Government plans at Weihaiwei?

"Weihaiwei, 3rd May.—The British Admiralty has wired orders to stop the work on the Naval Hospital at Weihaiwei."

"Fortify or quit!" was Admiral Penrose Fitzgerald's advice. Weihaiwei has not been fortified. Are we now to be told that Admiral Fitzgerald's other alternative has recommended itself to the sages at home?

A NEW INVENTION.

The smokeless boiler of Sir John Primrose, of Glasgow, is claimed to be revolutionary in several ways. It depends upon a separate water-jacketed chamber, in which combustion takes place, and only the gaseous products of combustion impinge on the fire or water-tube steam-raising surfaces. The air and fuel are fed together, no unconsumed gases escaping from the furnace, while no smoke or carbonic acid comes from the chimney or funnel. Great economy in fuel and efficiency in steam are effected, and experiments on a marine boiler indicate that the new system will give a ship its present power with half the present boiler-room space and boiler-room weight.

CHINESE-MADE COUNTERFEIT COINS.

According to an American exchange, counterfeit half and quarter dollars are being manufactured in China and shipped through Seattle into the United States. The imitation is very nearly exact. The coin is of the standard grade of fineness, the weight is one to ten grains short and the design is almost perfect. The irregularities are so slight that some of them cannot be detected without the aid of a magnifying glass, and none of them can be noticed unless a bogus coin is placed side by side with a genuine one. The counterfeiters were first noticed about two months ago, when one of the Seattle banks sent a small amount of money to the Sub-Treasury at San Francisco and it was declared to be spurious. The secret service officials declare that there is no one on the coast who is capable of making a coin as nearly perfect as these, and that there is not the slightest doubt that they are made in China.

WATER RETURN.

LEVEL AND STORAGE OF WATER IN RESERVOIRS ON THE 1st MAY.

LEVEL.	1903.	1904.
Below overflow. Below overflow.		
Tyatan	45 ft. 9 in. 50 ft. 6 in.	
Pokfulam	39 ft. 0 in. 37 ft. 8 in.	
Wongneichong	38 ft. 9 in. 40 ft. 9 in.	
STORAGE GALLONS.		
Tyatan	104,120,000	57,800,000
Pokfulam	9,400,000	1,300,000
Wongneichong	4,634,000	581,000
Total	118,154,000	59,681,000

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF APRIL.

	1903.	1904.
Consumption	67,960,000	72,962,000 gallons
Estimated population	218,400	223,300
Consumption per head per day	10.4	10.9 gallons

INTERMITTENT SUPPLY IN FORCE FOR WHOLE MONTH OF APRIL IN BOTH YEARS.

	1903.	1904.
Consumption	11,187,000	12,049,000 gallons
Estimated population	61,500	67,350
Consumption per head per day	6.1	6.9 gallons

The Government Analyst reports that the water is of excellent quality.

P. L. H. JONES.

Water Authority.

KODAKS! KODAKS!! KODAKS!!!

AND

PHOTO GOODS OF EVERY DESCRIPTION.
We have an Establishment Solely devoted to
DEVELOPING AND PRINTING
for Amateurs, where we turn out work of the best description and with great promptness.

LONG, HING & CO.

174, QUEEN'S ROAD CENTRAL
(Few Doors East of Hongkong Hotel)

Hongkong, 10th March, 1904.

SHIPPING NOTES.

WEATHER.

The *Kiangnan*, *Whampoa*, and other vessels from Shanghai reports moderate N.E. gale with dull overcast and rain. The *Shanwan*, from Japan, reports strong winds to fresh N.E. gale as far as Formosa; thence to port strong winds, rain and fog. The *Quang Nam*, from Hilo with sugar for Messrs. Bradley & Co., reports very strong weather and rough sea. The *Hoo Shing* from Bangkok reports moderate N.E. to S.W. winds and sea to 9.30 N., 11.2.40 E.; thence toward strong N.E. gale and high sea with dull rainy weather. The *Tsokoon*, from Wuhu and Chinkiang, reports strong N.E. monsoon.

A 4-MASTED BARQUE.

The s.s. *Petchaburi*, with the rice from Bangkok for the N. D. L. Co., arrived from Swatow yesterday. She reports that at 7 a.m. on the 4th inst. in Lat. 15.55 N., Lon. 113.19 E., she sighted a 4-masted barque flying the following signal:—"T.K.L.L."

MISCELLANEOUS.

The Norwegian s.s. *Osar II* arrived from Kutchineta yesterday with a cargo of coal for the Mitsui Bussan Kaisha.

The *Hoo Shing* and *Rein* have arrived from Bangkok with cargoes of rice for Messrs. Jardine, Matheson & Co., and Kin Ty Long, respectively.

SHARE REPORT.

Messrs. Erich George & Co., say in their Weekly Share List dated Hongkong, 7th May:—

During the week under review a fair general business has been transacted, and a good many stocks, viz. Unions, Cantons, Indos, Shells, China Sugars, Hongkong Land, West Point, Cements, Watsons, Electric, Waterworks, Dairy Farms, Powells and Longsights have improved, while Steamships, Douglasses and Docks are a little easier. The sterling demand rate on London closes at 1s. 9.7.4, while the rates on Shanghai are 1s. 7.2.4 for a T/T, and 1s. 7.2.4 to 1s. 7.2.4 for a three days' sight private draft. Bar silver in London is quoted 25.7.4, and Consols 88.7.4.

BANK SHARES.—Hongkong and Shanghai have remained neglected, and there are sellers at 85.5; the London rate is 46.4. 5s. 0d. Nationals continue in demand at 83.

MARINE INSURANCE SHARES.—Unions have advanced to buyers at 85.40, while China Traders are still offering at 83.0. North China, sold in the north at 1s. 3.7.4 cum dividend, and are quoted now 1s. 3.3.4, ex the interim dividend for 1903 of 10 shillings per new share, at exchange of 2s. 5.4.4. = 1s. 4.10 per share, paid on 2nd instant. Cantons sold at 81.95 to 82.00, and are said to be in demand at latter figure. Yangtszes have buyers at 125.

PIRE INSURANCE SHARES.—Without any business. Hongkongs are wanted at 82.95, but Chinas are on offer at 88.3.

SHIPPING SHARES.—Hongkong, Canton and Macao Steamboat Shares are weaker with sellers and no buyers at 82.95; a slightly lower offer might bring out buyers at 83.0. North China, sold in the north at 1s. 3.7.4 cum dividend, and are quoted now 1s. 3.3.4, ex the interim dividend for 1903 of 10 shillings per new share, at exchange of 2s. 5.4.4. = 1s. 4.10 per share, paid on 2nd instant. Cantons sold at 81.95 to 82.00, and are said to be in demand at latter figure. Yangtszes have buyers at 125.

REFINERIES.—China Sugars have been in demand, and up to 1s. 14.2 cash and 1s. 14.8 for 31st August has been paid, the market closing quiet, but steady at 1s. 14.2 cash. Luzons are unchanged.

MINING SHARES.—Without business. Pannoms, ordinaries, for sale at 50 cents. Raubs have sellers at 86; telegraphic advices from the mine report a crushing of 3,300 tons of stone, yielding 700 ounces of gold.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Dock Company's Shares have sold at 82.14, 82.14 and 82.13, and have further small sellers at 82.14. Hongkong and Kowloon Wharf and Godown Company's Shares changed hands and are wanted at 81.01. New Amoy Dock Shares are offering at 82.24. Farnham's sold in Shanghai at rates ranging between 1s. 14.4 and 1s. 14.8, and close with local buyers at 1s. 14.5. Shanghai and Hongkong Wharves are quoted 1s. 15.5 to 1s. 15.7; at the extraordinary meeting, held in Shanghai on 25th ultimo, the resolutions (vide our circular of 16th ultimo) were passed with the amendment that the new 12,000 shares be issued to shareholders at par (and not at a premium of 1s. 25 per share as proposed originally), and another extraordinary meeting has now been convened for the 9th instant to confirm these resolutions.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Land Investment and Agency Company's Shares have been imported from the north at 1s. 15.2, while local business has been done at 1s. 15.3, and there are buyers now at latter rate. Kowloon Lands are quiet, but steady at 83.5. West Point has improved to buyers at 84, while Hongkong Hotels are still in demand at 83.3.

Hampreys Estate and Finance Company's Shares sold at 81.11, 81.10 for old shares, and are wanted at 81.11. New shares can be placed at 82. Shanghai Lands are quoted in Shanghai 1s. 10.8.

COTTON MILLS.—Unchanged and without sales.

MISCELLANEOUS.—Green Island Cements have buyers at 82.31, and China Bernes at 81.0 (after sales at 80 and 80.5). Watsons sold and have sellers at 81.5. Old Electrics are wanted at 81.3, while the new issue sold at 87.4 and 87.4, closing with sellers at latter rate. Farwick's changed owners at 84.8, but more shares are on offer. Less have buyers at 82.12. Hongkong Steam Waterworks, in consequence of the declaration of an interim dividend of 7 per cent. for the half-year ended 31st March, payable 10th instant, (transfer books being closed now 10th instant), sold at advancing rates, up to 1s. 16.2, having been paid. Dairy Farms can be placed at 81.3. China Providents sold at 89. Watkins are wanted at 87.5 and Powells at 81.0, while Philippine Co.s have sellers at 81.0. Langkats are quoted 1s. 20.2.

THE SHANGHAI RACES.

The N.C. Daily News gives the following account of the race for the Shanghai Gold Challenge Cup on the 3rd inst. —This race looked practically won in the start, Nightingale making the pace in the first quarter mile for Aethelwulf, the Pudlock and Khalha, with Nithsdale and Alverstone full of go, but shut in. When the field widened in the distance, however, it was seen that there were other Richmonds in the field. The bunch showed as many changes as a kaleidoscope, and after the Monument the best made room for themselves. Friendship and Nithsdale seemed to take the front rank with ease, and made it a duel between them the whole length of the home stretch. Alverstone, who had to wait his chance, was too late in getting clear, but romped in an excellent third, barely a length behind Nithsdale, who was beaten by Friendship in the last spurt by about two lengths. Comanche a good fourth. Four seconds longer than record time. Time 2m. 40.2/5s. Dividend on Pari-mutuel:—\$10.50.—\$6.80, \$8.20, \$9.30.



HAVE YOU TRIED
"YEBISU"
THE FAMOUS BEER OF JAPAN.

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION
\$16.00 PER CASE OF 24 DOZEN PINTS.

SOLE AGENTS
H. PRICE & CO.
12, QUEEN'S ROAD CENTRAL

ROYAL
BAKING POWDER
Absolutely Pure

To be used always for raising cake, scones, hot tea-biscuits, rolls, muffins, crusts, etc.

Indispensable where the finest food is required.

The medical officer of health and public analyst for the city of London, England, reports the ROYAL a Baking Powder chemically pure and giving the maximum possible yield of leavening gas.

ROYAL BAKING POWDER retains its strength and freshness under the variable temperature and moisture of every climate.

Manufactured by
Royal Baking Powder Co.
NEW YORK, U. S. A.

DR. NEWELL WILSON. DR. WILLIAM DANIEL
DENTISTS.

Latest American Methods.
Reasonable Fees.
No charge for examinations.
Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31, QUEEN'S ROAD CENTRAL
(First Floor Watkin's Building).

Hongkong, 18th February, 1904.

ROBINSON PIANO Co. LD.

MANUFACTURERS

OF THE
"SERVICE"
AND
"ECONOMIC"
PIANOS.

SPECIALISTS
IN
"EVERYTHING
MUSICAL."

AND AT
SHANGHAI AND
SINGAPORE.

Hongkong, 7th May, 1904.

THE
JOB PRINTING
DEPARTMENT
OF THE
"HONGKONG DAILY PRESS"

IS REPLET WITH ALL THE LATEST
AND MOST UP-TO-DATE APPLI-
ANCES FOR THE PRODUCTION OF
FIRST-CLASS WORK.

ALL DESCRIPTIONS OF
ILLUSTRATED
CATALOGUES,
CIRCULARS,
VISITING CARDS,
AND

COMMERCIAL
PRINTING

TURNED OUT ACCURATELY, AND
WITH THE GREATEST DESPATCH,
UNDER THE DIRECT SUPERVISION
OF EXPERIENCED EUROPEANS.

BOOK BINDING.
MACHINE RULING,

GOLD LETTERING,
AND
MARBLING, ETC.,

ALL EXECUTED ON THE PREMISES
—AT THE SHORTEST NOTICE.

LAW WORK,
LEDGERS AND ACCOUNT
BOOKS

A SPECIALITY, AND AT PRICES
WHICH COMPARE FAVOURABLY
WITH ANY OTHER PRINTING ESTA-
BLISHMENT IN THE FAR EAST.
ESTIMATES FURNISHED.

Hongkong, 1904.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by Public Auction,
TO-DAY (MONDAY),
the 9th May, 1904, at 11 A.M. at the Kowloon
Godowns (No. 20),
500 CASES KUPPER BEER
(QUARTS),
(Slightly Damaged by Water).
TERMS:—Cash on delivery.
JEO E. LAMBERT,
Auctioneer.
Hongkong, 23rd April, 1904. [1127]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS
of the Letting by Public Auction Sale
to be held on MONDAY, the 16th day of MAY,
1904, at 3 P.M., at the Office of the Public
Works Department, by Order of His Excellency
the Officer Administering the Government, of
One Lot of Crown Land at Hung Hom, in the
Colony of Hongkong, for a term of 75
years, with the option of renewal at a Crown
Rent to be fixed by the Surveyor of His Majesty
the King for one further term of 75 years. (1201)

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square ft.	Annual Rent.	Upset Price.
			N.W. S.E. N.E. S.W.	ft. in.	ft. in.	
1	Kowloon Marine Lot No. 89	Hung Hom	405 400 310 300	120,720	1,102	\$8,925

PUBLIC AUCTION.

THE Undersigned has received instructions
to sell by Public Auction
(FOR ACCOUNT OF THE CONCERNED),
on
WEDNESDAY,
the 18th May, 1904, at 11.30 A.M., at their
New Godowns To-Kwa-Wan, Kowloon
Marine Lot No. 72,
Certain Machinery and Furnishings Salvaged
from the s.s. "KINGSLEY,"
Comprising:—

One DONKEY BOILER (complete), One
STEAM WINDLASS, One STEAM
STEERING GEAR (complete), One HAND
DIPLO, One ENGINE ROOM TELE-
GRAPH (complete), One SET TRIPLE
EXPANSION SURFACE CONDENSING
ENGINES with all necessary connections,
ELECTRIC PLANT with ASSORTED
LAMPS and SWITCHES, &c., &c., &c.
Full Catalogue may be had from the under-
signed.

The "KINGSLEY" being practically a new
steamer the attention of SHIP BUILDERS
is drawn to these Salvages as being in better
order than is usually the case.
A STEAM LAUNCH will leave BLAKE
PIER at 11 A.M. on day of Sale to convey
intending purchasers.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 2nd May, 1904. [1164]

BUSINESS TRAINING COLLEGE.

"ELEMENTARY" Shorthand to 120
words a minute; completion to corresponding
speed; \$50, or by instalments of \$5 a lesson.
"ADVANCED" LESSONS to completion
of verbatim speed, \$100, or by instalments of
\$10 each lesson.

FOREIGN LANGUAGES Taught.
TRANSLATIONS made.
TYPEWRITING taught on all makes of
machines.

MANIFOLDING, DUPLICATING, and
SINGLE Typewritten copies for the public.
MACHINES (all good makes) for sale.
EVENING Classes in Shorthand, Typing,
English, etc. Hours, 7 to 9 o'clock. Typing
lesson.

PUPILS attended at their own homes, or
lessons by post.

CIRCULARS post free.

WARWICK PEELE—Principal.

Hongkong (near G.P.O.).

Canton:—144, Shumeeun.

Hongkong, 4th May, 1904. [580-661]

HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING

BOTTLED IN JAPAN BY H. E. REYNELL & Co.

Beware of JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.

Hongkong, 31st July, 1903. [1166]

DOCK No. 1 (at TATEGAMI).

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 26 1/2 "

DOCK No. 2 (at MUKAJIMA).

Extreme Length... 371 feet

Length on Blocks... 350 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well as
in REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE
STEAMER, 712 TONS GROSS, FITTED
WITH POWERFUL SALVAGE PLANT
READY AT SHORT NOTICE.

DAVID CORSAK & SON'S
MERCHANT NAVY
NAVY BOILER
ONG FLAX
RELIANCE CROWN
TAPPAULING
ARNHOLD, KARBBERG & CO.
Sole Agents.

[5486]

HARBOUR MASTER'S REPORT FOR 1903.

The report of Mr. Basil Taylor, Acting
Harbour Master, for the year 1903 is published
in the Gazette. We make the following
extracts:—

SHIPPING.

The total tonnage entering and clearing
during the year 1903 amounted to 24,039,262 tons,
being an increase, compared with 1902,
of 2,511,082 tons, and the same number in excess
of any previous year. There were 53,991 ar-
rivals of 12,027,092 tons, and 54,009 departures
of 12,012,770 tons. Of British ocean-going
tonnage, 3,396,314 tons entered, and 3,382,121
tons cleared. Of British river steamers 2,237,249
tons entered, and 2,234,613 tons cleared. Of
foreign ocean-going tonnage, 3,667,871 tons
entered, and 3,665,880 tons cleared. Of foreign
river steamers, 217,619 tons entered, and 216,734
tons cleared. Of steam launches trading to
ports outside the Colony 93,239 tons entered,
and 93,239 tons cleared. Of junks in foreign
trade, 1,347,001 tons entered, and 1,351,458 tons
cleared. Of junks in local trade, 1,067,799 tons
entered, and 1,068,715 tons cleared. Thus—

	Per cent.
British ocean-going tonnage represented	28.20
river	18.60
Foreign ocean-going	1.81
river	0.77
Steam launches in foreign trade	11.22
Junks	8.89
"local trade"	100.00

7,215 steamers, 36 sailing vessels, 1,765 steam
launches, and 15,803 junks in foreign trade,
entered during the year, giving a daily average
of 68, as against 71.2 in 1902. For European
constructed vessels the daily average would be
19.9 as against 17.1 in 1902.

For vessels under the British flag, there is an
increase of 1,347 ships of 1,678,500 tons, an
increase of 427 ships of 702,845 tons to ocean-
going, and an increase of 920 ships of 915,694
tons to river trade.

The above increase in ocean-going is prin-
cipally due to the fact of some new lines having
been established—the China Commercial
Steamship Company, the British India steamers
now visiting the port, the addition of some new
steamers to local firms, and lastly to an increase
of coal imported from Australia in steamers
new to the port.

The increase in river trade is almost wholly
due to the new steamers *Kinshua* and *Wing
Chai* being in the river trade during the greater
part of 1903, and to an increased number of
sailings by the Hongkong, Canton and Macao
Steam Boat Company, Limited.

Under foreign flags, there is an increase of
631 ships of 1,068,904 tons, of which 328 ships
of 821,216 tons are ocean-going; the remainder,
303 ships, measuring 242,688 tons, are river
steamers.

The increase in ocean-going is made up
principally by an increased number of steamers
calling at the port in 1903 under the U. S. flag
and to the increased tonnage of some of the
Pacific Mail steamers, and to an increase under
Chinese, Japanese, and French flags.

The increase in river trade is made up by two
French steamers *San Cheung* and *Kong Nam*,
the former being a new steamer and the latter
was transferred from the British flag in July,
1903, also to the Chinese steamers *Chen Wai*
and *Chen On*, whose running commenced in the
first quarter of 1903.

The actual number of ships of European
construction (exclusive of river steamers and
steam launches) entering the port during 1903,
was 741, of which 344 were British, and 397
foreign. These 741 ships entered 4,419 times,
giving a total tonnage entered of 7,064,185
tons. Thus, compared with 1902, 23 more ships
entered, 372 more times, and gave a total
tonnage entered of 779,927 tons.

The 344 British vessels carried 2,070 British
officers and 24 foreign officers as follows:—
British, 2,070; Norwegian, 2; Dutch, 1; German,
2; United States, 18; Total, 2,703. Thus the
proportion of foreign officers in British ships
was 0.89 per cent. comprising four nationalities,
an increase of 0.11 per cent. with a decrease of
ships.

The 397 foreign ships carried 2,882 officers,
of whom 267 were British, borne as follows:—
In Japanese ships, 139; Chinese, 97; United
States, 16; French, 7; Dutch, 4; Belgian, 4.
Total, 267. The proportion of British officers in
foreign ships was therefore 0.3 per cent.; dis-
tributed among six nationalities; a decrease of
1.4 per cent. with an increase of ships.

Of the crews of British vessels 16.6 per cent.
were British, 0.5 per cent. other Europeans,
82.9 per cent. Asiatics. Of the crews of foreign
vessels, 12 per cent. were British, 22.3 per cent.
other Europeans, 76.5 per cent. Asiatics. This
shows a slight increase of Asiatics in British
and foreign vessels, with a slight falling-off in
the proportion of Europeans.

TELEGRAPH.

The returns under this heading are gathered
from the masters of vessels, and in some cases,
from the agents concerned, and must be looked
upon as but approximate and it may be mis-
leading. It is much to be regretted that mas-
ters and agents do not render more accurate
returns.

The principal features to be remarked in the
reported trade of the port for 1903 are:—

Imports.—Increase in coal of 14.0 per cent.,
cotton of 80.8 per cent., flour of 11.0 per cent.,
case petroleum of 37.3 per cent., general of 77
per cent. Decreases in bulk petroleum of 25.4
per cent., liquid fuel of 84.1 per cent., rice of
27.1 per cent., sugar of 14.3 per cent., timber of
14.1 per cent. The net increase under this head
amounts to 21,847 tons.

Exports.—There is an increase reported of
24,252 tons.

The total reported import trade of the port
for 1903 amounted to 24,519 vessels of 10,359,293
tons, carrying 7,392,320 tons of cargo, of which
4,517,370 tons were discharged at Hongkong.
This does not include the number, tonnage, or
cargoes of junks, or steam launches employed in
local trade.

Similarly, the export trade from the port was
represented by 24,966 vessels of 10,944,055 tons,
carrying 3,094,080 tons cargo, and shipping
675,891 tons of bunker coal.

During the year 1903, 14,489 vessels of
European construction, of 19,018,411 tons (net
register), reported having carried 9,768,405
tons of cargo, as follows:—

Import cargo,	3,985,310
Export	2,245,119
Transit	2,874,950
Bunker coal shipped	663,026
	9,768,405

The total number of tons carried was, there-
fore, 51.2 per cent. of the total net register
tonnage (or 65.4 per cent., exclusive of river
steamers).

REVENUE.

The total revenue collected by the Harbour
Department during the year was \$285,288.42,
being an increase of \$18,522.43 on the previous
year:—

Light Dues	\$74,960.00
Licences and Internal Revenue	55,475.50
Fees of Court and Office	154,852.92
Total	\$285,288.42

STEAM LAUNCHES.

On the 31st December, there were 242 steam
launches employed in the harbour, of these, 98
were licensed for the conveyance of passengers,
121 were privately owned, 17 were the property
of the Colonial Government, and 6 belonged to
the Imperial Government in charge of the
Military authorities.

EMIGRATION.

83,384 emigrants left Hongkong for various
places during the year; of these, 55,681 were
carried by British ships and 27,703 by foreign
ships; 140,551 were reported as having been
brought to Hongkong from places to which they
had emigrated, and of these, 107,108 were
brought in British ships and 33,855 by foreign
ships.

SUNDAY CARGO-WORKING.

During the year, 336 permits were issued
under the provisions of the Ordinance. Of
these, 105 were not availed of owing to its
being found unnecessary for the ship to work
carried on the Sunday, and the fee paid for the
permit was refunded in each case; and 22 per-
mits were issued, free of charge, to mail
steamers; the privilege ceased on the 22nd July,
1903. The revenue collected under this head-
ing was \$34,800.

SEAMEN.

19,800 seamen were shipped and 23,265 dis-
charged at the Mercantile Marine Office, and
on board ships during the year. 138 "distressed
seamen" were received during the year. Of
these 55 were sent to the United Kingdom, 3 to
Sydney, 1 to Calcutta, 2 to Singapore, 2 to
Mojito, 3 obtained employment on shore, 3 at
Canton, 1 went as passenger to San Francisco,
1 to the United Kingdom, 2 to Singapore, 2
joined the Chinese Customs, 1 Japanese Wres-
tler's Company, 1 taken charge of by the Ger-
man Consul, 1 departed to Canton, 1 died at the
Government Civil Hospital, 1 at Sailors' Home,
3 remained at the Sailors' Home, and 74 obtain-
ed employment. \$2,601.00 were expended by
the Harbour Master on behalf of the Board of
Trade in the relief of these distressed seamen.

GENERAL.

Captain Ramsey leaving the Colony for
good, it devolves upon me to father this report,
which deals with a period during three quar-
ters of which he was in charge of the harbour,
I may, perhaps, be permitted to express my own
personal regret at, and my sense of the loss the
Colony has incurred through his departure.

The building of the much-needed new Harbour
Office has now been commenced, and it is to be
hoped that the work will be pushed on as quickly
as possible, as the work of the department is
seriously hampered by the restricted view of the
harbour from the office. But it is scarcely
probable that the new office can be opened much
before another two years have passed.

During the year arrangements have been
made to light Cape Agulhas Light, and this light will,
I trust, be established before this report appears
in print. There would seem to be little pros-
pect, however, of immediate improvement in
the lighting of the eastern and western ap-
proaches to the Harbour, by the shifting of
Cape Agulhas Light to Green Island, and the
Green Island Light to Cape Collinson, as ap-
proved in 1900, owing to the greater necessity
for other Public Works, which are absorbing
all the available funds. It is to be hoped that
it will be possible to carry out these greatly
needed improvements before long. Green Island
light being so inefficient in its present position,
and Cape Agulhas light having been in being
for over seven years now. This latter light
cost the Government \$2,914 about thirty years
ago, and is in as good condition now as it was
when it was first lit in 1874.

The size of vessels trading to and from the
Colony continues to increase, as well as their
numbers, and the problem as to where to put
them is becoming very serious. The deep
water area of the harbour is small, and, owing
to constant reclamations and silting up of cer-
tain parts of the Harbour, this area is contin-
ually contracting. Something will have to be done
in the near future to provide accommodation
for the shipping, and the question is "What?"

It is probable that the shipping of the port
will continue to increase, both in numbers and
size, so that any measures that may be decided
upon will have to take the future into account,
and not only the immediate future, either.
Dredging is extremely slow and expensive
work, and any scheme which bases its entire
hopes on this alone, is, in my opinion, doomed
to failure, not only on account of the slowness
of the work, but because of the probable use-
lessness of it, for it is reasonable to believe
that, as those parts of the Harbour which stand
in need of dredging have been, and are still
being, silted up, so they will continue to be in
the future, and unless a prohibitive (as to cost)
number of dredges be employed, and be kept
employed, very little, if any, impression will be
made on the depth of the water. And the work
will be endless, as it will have to be kept going
indefinitely.

So far as I am aware, no other plan (than that
of dredging) for providing deep water accom-
modation, has hitherto been suggested, except
that contained in a scheme of Harbour Im-
provement formulated and submitted to Gov-
ernment by me in January, 1902, which pro-
posed, *inter alia*, for the deepening, by natural
means, of the water west of the Kowloon
Peninsula and inside Sulphur Channel. This
scheme I am not now permitted to publish.
It would cost a considerable sum of money,
money which, however, once spent, would be
spent once and for all, and would give us many
things besides an increased deep water anchorage,
including the vexed question of communica-
tions, dealt with by Captain Ramsey in his
report for 1901.

SIGHTING.

SURGEON DENTIST,
No. 19, D'AGUIAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903.

JAPAN COALS.

mitsui BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, 108, HOUSE STREET

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New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chiofo, Tientsin, Newchwang, Port Arthur, Seoul, Changhai, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimonsaki, Moji, Wakamatsu, Karatsu, Nagasaki,
Kuchino, Sasebo, Maizuru, Miike, Hakodate, Taipei, &c.

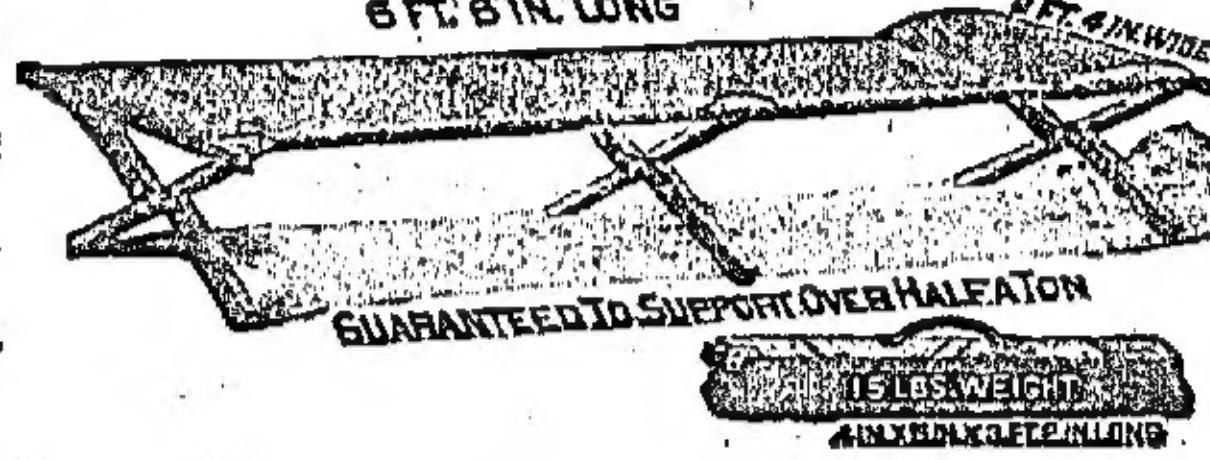
Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
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and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Kanagawa, Fajinetsu, Mamoda, Manouma, Onoura Otsuji,
Sasahara Tsubakuro, Yoshinotani, Yoshio, Yumokibara, and other Coals.
N. INUZUKA, Manager, Hongkong

LANE, CRAWFORD & CO. FOLDING CANVAS CAMP BEDSTEPS

THE MOST
PORTABLE
CAMP BED.
STEADY EVER
MADE.

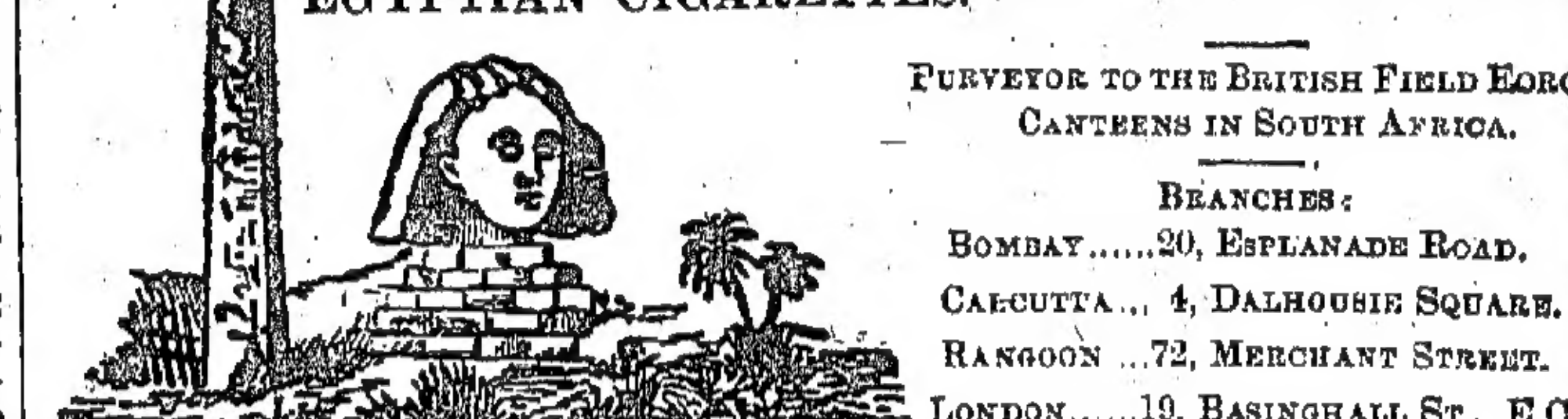


THIN TROPICAL BLANKETS, \$3.50 EACH.
A NECESSITY AND A LUXURY FOR THE SUMMER.

THEODORO VAFIADIS & CO

MANUFACTURERS OF HIGH-CLASS FACTORY: CAIRO, EGYPT

EGYPTIAN CIGARETTES. (Close to H.E. Nubar Pasha's Palace)



ALWAYS FRESH AND RELIABLE AT THEIR AGENTS—

MESSRS. KRUSE & CO., HONGKONG

14

IMPERIAL KWANGTUNG LOAN

1895.

WHEREAS the BONDS issued for the
IMPERIAL KWANGTUNG LOAN
of 1895 provide that "Inhabitants contracte
under the terms of this Loan are payable
bearer. Should this Bond be destroyed by fire
or flood, the holder shall report the number
of the Bond to the office of the Commissioner
of Customs and obtain and deposit the guaran-
tee of a substantial firm and shall make adver-
tisement in the newspapers. If after the due da
for payment, the Bond of this number shall n
have been presented for payment, the said fir
and the original holder may claim paymen
the principal and interest accruing under th
lost Bond. If at any subsequent date th
Bond be presented for payment, the origin
guaranteeing firm shall be required to pay of
the full amount due. In default the firm sh
be fined double that amount. The proceed
such fines shall be paid over to the Shan H
Chu for public purposes. And the Bond al
provides that on the due date for the paymen
of each instalment of principal and interest
Bond must be presented at the Customs Offi
for examination and payment. The Commi
sioner of Customs shall on each occasion cut o
and retain one of the eleven coupons annex
When after six years the full amount
principal and interest shall have been paid o
the whole Bond shall be cancelled."

AND WHEREAS the final instalment
repayment of the loan was issued by
Kwangtung Government on Kwang Hsi 29
year 12th moon 10th day (29th January, 190
and became at once available for repayment
principal and interest upon presentation of
Bonds with the last coupon attached.

AND WHEREAS there are at date of
outstanding and unpaid one bond with cou
coupons attached, one bond with ten cou
attached, three bonds with five coupons attach
forty-eight bonds with two coupons attach
and nineteen detached coupons, or a total
151 coupons, all of which have been reported
lost (or stolen).

AND WHEREAS there are still outstand
ing and unpaid one hundred and one of
coupons regarding which no report has b
received.

NOTICE IS HEREBY GIVEN that
of the outstanding coupons under the

SHIPPING.

ARRIVALS.
May 6, FOOCHOW, British str., 1,228, H. Smale, Wuhu 2nd May and Chipping 5th, General.
— BUTTERFIELD & SWIRE.
May 6, THALIS, British str., 820, Robson, Fochow 3rd May, Amoy 4th and Swatow 5th, General.— DOUGLAS LARPAK & Co.
May 6, TIENTSIN, British str., 1,227, I. Gibbs, Wuhu 30th April, and Chipping 2nd May, General.— BUTTERFIELD & SWIRE.
May 7, ALACITY, British des. ves., from Mrs. Bay.
May 7, APALACHEE, British str., 2,426, J. Simpson, Shanghai 7th May, Ballast.— STANDARD OIL CO.
May 7, BENALDER, British str., 1,555, C. K. McIntosh, Shanghai 3rd May, General.— GIBB, LIVINGSTON & CO.
May 7, FOOCHOW, British str., 1,423, Thos. Arthur, Bangkok 30th April, Rice.— JARDINE, MATHESON & Co.
May 7, KWANGTAR, Chinese str., 1,536, W. I. Lunt, Shanghai 4th May, General.— CHINESE.
May 7, OZAMPA, British str., 1,311, G. G. Graham, Liverpool and Singapore 30th April, General.— DODWELL & CO., LD.
May 7, REIN, Norwegian str., 726, I. Olson, Bangkok 28th April, Rice.— CHINESE.
May 7, 1st RUMPH, German str., 679, A. Hansen, Fochow, Amoy and Swatow 5th May, General.— JENSEN & Co.
May 7, WATERWITCH, British str., from Mrs. Bay.
May 7, WINDMILL, British str., 1,109, Partidge, Shanghai 4th May, General.— BUTTERFIELD & SWIRE.
May 7, WUHU, British str., from Canton.
May 8, OSCAR II., Norwegian str., 2,364, Lars. beigen, Kuchino 2nd May, Coal.— M. B. KAHNHA.
May 8, PEICHANG, German str., 1,373, G. Hillmann, Swatow 7th May, Rice from Bangkok.— NORTH-GERMAN LLOYD.
May 8, QUANGNAM, French str., 710, Vidal, Hanoi 2nd May, Sugar.— BUNNEY & Co.
May 8, SHAWMUT, Amoy str., 9,155, Wm. W. Smith, Moji 2nd May, General.— DODWELL & CO., LD.
May 8, SINGAM, British str., 1,046, Jamieson, Shanghai 5th May, General.— BUTTERFIELD & SWIRE.

DEPARTURES.

7th May.
ALGOA, British str., for San Francisco.
ADANDEAKO, British str., for Saigon.
BENALDER, British str., for London.
BOKNER, German str., for Kuda.
FAUSANG, British str., for Hongkong.
HOHAO, French str., for Haiphong.
KWONGSANG, British str., for Shanghai.
MACQUARIE, British str., for Saigon.
PERRA, British str., for Shanghai.
SIMLA, British str., for Canton.
TIENTSIN, British str., for Canton.
TUPANAS, Dutch str., for Singapore.
TINGSANG, British str., for Shanghai.
ZAFIRO, British str., for Manila.
8th May.
APALACHEE, British str., for Bangkok.
CARDINE, British str., for Public Papers.
CHILLI, British str., for Swatow.
DAPHNE, Norwegian str., for Kobe.
FRITHING, British str., for Swatow.
KWAOTAH, Chinese str., for Canton.
SANDYFORD, British str., for Calcutta.
THALES, British str., for Swatow.
WUHU, British str., for Shanghai.

VESSELS IN DOCK.

7th May.
ABERDEEN DOCK.—
KOWLOON DOCK.— H. I. G. M. S. *Maecae*, *Adams*, *Apurwa*, U.S.S. *Maecae*, H.M.S. *Taku*, *Neve*, *Tanghin*, *Hwang*, *Commodore* DOCK.— *Coptic*.

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN.
FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship
"OLDENBURG,"
Captain Troitzsch, due here with the outward German Mail about MONDAY, at 5 P.M., will leave for the above places about 12 24 hours after arrival.
NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 7th May, 1904.

STEAMSHIP SERVICE TO NEW YORK
VIA SUEZ CANAL.
(With liberty to call at Philippine Ports)
THE Steamship
"BREIZ HUEL,"
Will be despatched as above on or about the 24th May.
For Freight & further information, apply to
STANDARD OIL COMPANY
OF NEW YORK.
Oriental Freight Department.
Hongkong, 28th April, 1904.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS—PORTE FRANCAIS.
NOTICE.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 17th May, 1904,
at 1 P.M., the Company's Steamship
"POLYNESIE," Captain Le Coq, will leave
this Port for MARSEILLES via Ports of
Call, WITHOUT TRANSITMENT.
Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.
Shipping Orders will be granted till Noon
only on Monday, the 16th May. Specie and
Parcels received until 4 P.M. on the same day.
No Cargo will be received on board on Tuesday.
Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.
For further particulars, apply at the Com-
pany's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 6th May, 1904.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call	CHUSAN	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	21st inst., at Noon.
LONDON & ANTWERP (via Suez Canal)	BENALDER	Brit. str.	McIntosh	GIBB, LIVINGSTON & CO.	21st inst., at Noon.
LONDON & ANTWERP	ANTHONY	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	21st inst., at Noon.
LONDON & ANTWERP	FORMOSA	Brit. str.	B. H. W. Snow	P. & O. S. N. Co.	About 11th inst.
LONDON & ANTWERP	ALCANTARA	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	About 11th inst.
LONDON & ANTWERP	DEUCALION	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	24th inst.
MARSEILLES, &c., via Ports of Call	ACANTHUS	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	24th inst.
BREMEN, via Ports of Call	POLYNESIE	Brit. str.	Le Coq	MESSAGERIES MARITIMES	17th inst., at 1 P.M.
HAVRE & HAMBURG	BAYERN	Ger. str.	Forbes	MELCHERS & CO.	25th inst., at Noon.
HAVRE & HAMBURG	ARTEMISIA	Ger. str.	Gronmeyer	HAMBURG-AMERIKA LINIE	12th inst.
HAVRE & HAMBURG	MAREBURG	Ger. str.	Stern	HAMBURG-AMERIKA LINIE	17th inst.
HAVRE & HAMBURG	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	31st inst.
HAVRE & HAMBURG	SEGOTIA	Ger. str.	Förck	HAMBURG-AMERIKA LINIE	14th June.
HAVRE & HAMBURG	NUENBERG	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	28th June.
TRIESTE, &c., via SINGAPORE, &c.	M. BACQUEHEM	Brit. str.	Rassevich	SANDER, WIELER & CO.	20th inst., P.M.
GENOA, MARSEILLES & LIVERPOOL	ACHILLES	Brit. str.	Rassevich	BUTTERFIELD & SWIRE	18th inst.
NEW YORK, via SUEZ CANAL	BREIZ HUEL	Brit. str.	McIntosh	STANDARD OIL CO.	About 12th inst.
NEW YORK, via SUEZ CANAL	RAS ISSA	Brit. str.	McIntosh	STANDARD OIL CO.	About 12th inst.
NEW YORK, via SUEZ CANAL	SATSUMA	Brit. str.	McIntosh	STANDARD OIL CO.	About 12th inst.
YANCOOVER, via SHANGHAI, &c.	E. OF JAPAN	Brit. str.	McIntosh	STANDARD OIL CO.	About 12th inst.
VICTORIA (B.C.) & SEATTLE via N. PAC. &c.	TARTAR	Brit. str.	McIntosh	STANDARD OIL CO.	About 12th inst.
VICTORIA (B.C.) & TACOMA via JAPAN	CALCHAS	Brit. str.	McIntosh	STANDARD OIL CO.	About 12th inst.
PORTLAND, OREGON	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LIMITED	21st inst.
AUSTRALIAN PORTS	ARAGONIA	Brit. str.	Schuldt	PORTLAND & ASIATIC CO.	14th June.
AUSTRALIAN PORTS	TRINAM	Brit. str.	Schuldt	PORTLAND & ASIATIC CO.	14th June.
YOKOHAMA & KOBE	EMPIRE	Brit. str.	Helms	GIBB, LIVINGSTON & CO.	To-day.
YOKOHAMA & KOBE	CHANGSHA	Brit. str.	Helms	GIBB, LIVINGSTON & CO.	15th inst., D'light.
YOKOHAMA & KOBE	CAYLON	Brit. str.	C. F. Lockstone	BUTTERFIELD & SWIRE	13th inst.
YOKOHAMA & KOBE	COROMANDEL	Brit. str.	C. R. Longden	P. & O. S. N. Co.	About 20th inst.
YOKOHAMA & KOBE	KWANTUNG	Brit. str.	C. R. Longden	P. & O. S. N. Co.	About 22nd inst.
YOKOHAMA & KOBE	OLDENBURG	Ger. str.	Troitzsch	MELCHERS & CO.	To-morrow.
YOKOHAMA & KOBE	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	Quick despatch.
YOKOHAMA & KOBE	M. STURVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	15th inst., 10 A.M.
YOKOHAMA & KOBE	TRITON	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	15th inst., 10 A.M.
YOKOHAMA & KOBE	HAICHING	Brit. str.	Hodgins	DOUGLAS LARPAK & CO.	18th inst., 10 A.M.
YOKOHAMA & KOBE	KANSU	Brit. str.	Hodgins	DOUGLAS LARPAK & CO.	18th inst.
YOKOHAMA & KOBE	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LD.	About 7th inst.
YOKOHAMA & KOBE	SUNGKIAN	Brit. str.	W. M. Smith	DODWELL & CO., LD.	13th inst.
YOKOHAMA & KOBE	RUBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	14th inst., 10 A.M.
YOKOHAMA & KOBE	EMPIRE	Brit. str.	Helms	GIBB, LIVINGSTON & CO.	15th inst., D'light.
YOKOHAMA & KOBE	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	21st inst., 10 A.M.
YOKOHAMA & KOBE	WUOHANG	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	18th inst.
YOKOHAMA & KOBE	ISERIA	Ital. str.	Maganzini	CARLOWITZ & CO.	12th inst., at Noon.
YOKOHAMA & KOBE	TUPANAS	Dut. str.	Maganzini	H. C. TRADING CO.	Quick despatch.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE
PORTS).

PROPOSED SAILINGS FROM HONGKONG.
1904.
"SATSUMA" 3rd June.
"RICHMOND CASTLE" 15th June.
"ST. PILLANS" 30th June.
"LOWTHER CASTLE" 31st July.
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 8th May, 1904.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.
THE Steamship
"EMPIRE,"
Captain Helms, will be despatched for the above
port on SUNDAY, the 15th inst., at DAY-
LIGHT.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Pro-
visions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
Electric Light.
A stewardess and a duly qualified surgeon
are carried.
N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.
For Freight, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 7th May, 1904.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at QUEENSLAND PORTS, and taking
through Cargo to ADELAIDE, NEW
ZEALAND, TASMANIA, &c.)
THE Steamship
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N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 7th May, 1904.

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR
FOOCHOW, via SWATOW
AND AMOY
TAMSUI, via SWATOW
AND AMOY
ANPING, via SWATOW
AND AMOY
On account of the present state of political affairs, all the Company's new steamers have
been requisitioned for transport service, and the above-named chartered steamers have been
secured instead for maintenance of the Company's coastal services. As soon as the state of
affairs permit, the Company will resume running with its specially designed new steamers.
For Freight, Passage, and further information, apply at the Company's local Branch Office
at No. 8, Des Vaux Road Central.
Hongkong, 5th May, 1904.
T. ARIMA, Manager.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon midships. Electric Light. Perfect
Cuisine. SURGEON and STEWARDESS carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 14th May, 10 A.M.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 21st May, 10 A.M.
PERLA	1980	A. H. Nottley		

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 9th May, 1904.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR
STEAMERS
TO SAIL
REMARKS.

LONDON and ANTWERP, via
SINGAPORE, PENANG,
COLOMBO, and PORT SAID.
FORMOSA About 11th May } Freight and
B. H. W. Snow May } Passage.

YOKOHAMA, via SHANG-
HAI, MOJI and KOBE
(Passing through the Inland Sea)
CEYLON About 20th May } Freight and
C. F. Lockstone, R.N.R. May } Passage.

LONDON, &c. CHUSAN Noon, 21st May } See Special
W. B. Palmer, R.N.R. May } Advertisement.

SHANGHAI COROMANDEL About 22nd May } Freight and
C. R. Longden May } Passage.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 9th May, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the
LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
ARTEMISIA HAVRE and HAMBURG On 12th May. Freight.
Capt. Gronmeyer (Calling at Singapore and Colombo)
MAEBURG HAVRE, BREMEN and HAMBURG On 17th May. Freight.
Capt. Stern (Calling at Singapore and Penang)
STRASSBURG HAVRE and HAMBURG On 31st May. Freight &
Capt. Madsen (Calling at Singapore and Colombo) Passengers.
SEGOTIA HAVRE and HAMBURG On 31st May. Freight.
Capt. Förck (Calling at Singapore and Penang)
NUENBERG HAVRE and HAMBURG On 28th June. Freight.
Capt. Jaburg (Calling at Singapore and Colombo)
For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

NORTHERN PACIFIC LINE.

BOSTON S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	W. M. Smith	Saturday, May 21st
TREMONT	9,606	T. W. Garlick	Tuesday, June 28th
LYRA	4,417	G. V. Williams	Thursday, August 4th
SHAWMUT	9,606	W. M. Smith	Thursday, September 1st
TREMONT	9,606	T. W. Garlick	Saturday, October 1st

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.
S.S. SHAWMUT 9,606 tons. W. M. Smith About 7th May.
S.S. TREMONT 9,606 tons. T. W. Garlick About 8th June.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very
superior Accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo
carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.
Hongkong, 30th April, 1904.

QUEEN'S BUILDINGS,
Hongkong, 30th April, 1904.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,
AND SUMATRA PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th May.	
GLASGOW and LIVERPOOL	"CALCHAS"	On 15th May.	
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st May.	
GLASGOW and LIVERPOOL	"YANGTZE"	On 28th May.	
GLASGOW and LIVERPOOL	"DIOMED"	On 3rd June.	

FOR	STEAMERS	TO	DATE
LONDON and ANTWERP	"ANTENOR"	On 10th May.	
GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"	On 18th May.	
LONDON and ANTWERP	"ALCIBIOS"	On 24th May.	
LONDON and ANTWERP	"DEUCALION"	On 7th June.	
LONDON and ANTWERP	"AGAMEMNON"	On 21st June.	

TRANS-PACIFIC SERVICE.
FOR VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.	"CALCHAS"	On 17th May.	

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
TIMOR, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE.	"TSINAN"	On 9th May.	
SHANGHAI	"KWEIYANG"	On 10th May.	
YOKOHAMA and KOBE	"SUNGKIANG"	On 13th May.	
CEBU and ILOILO	"CHANGSHA"	On 13th May.	
SWATOW, CHEFOO and LINTIN	"WUCHANG"	On 18th May.	
	"KANSU"	On 18th May.	

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 9th May, 1904.

JAVA-CHINA-JAPAN LINE

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

TEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN	First half of May	SINGAPORE & JAVA PORTS	First half of May
TJILATJAP	JAPAN	First half of June	SINGAPORE & JAVA PORTS	First half of June
TJIMARI	JAVA via MACASSAR	Second half of May	JAPAN	Second half of May

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
THE AGENTS,
THE HOLLAND CHINA TRADING CO.

Hongkong, 11th April, 1904.

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rabattino United Companies.)
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.
(Taking Cargo at through rates to PENANG, GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"ISCHIA."
Captain Magazzini, will be despatched as above on THURSDAY, the 12th inst., at Noon.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO., Agents.

HONGKONG-CANTON LINE.
THE British Steamship
"YING KING."
Capt. Wm. Robinson, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The engine is excellent.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 5 P.M., and returning from Canton every following evening at 5 P.M.
1st Class ... \$3.00 for Single journey
2nd ... 1.50
Meals ... 1.00 each.
The steamer's wharf is at the Western end of Wing Lok Street.
YUK ON S.S. CO., LD.
No. 216, Wing Lok Street.
Hongkong, 27th February, 1904.

VESSLS ON THE BERTH

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP
(VIA SUEZ CANAL).
THE Steamship
"BENALDER."
Captain McIntosh, will be despatched as above on or about the 7th May.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 15th April, 1904.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"RAS ISSA."
will be despatched for the above port on THURSDAY, the 26th May.

For Freight, apply to
SHEWAN, TOMES & CO., General Agents.
Hongkong, 26th April, 1904.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"CHUSAN."
Captain W. D. Palmer, R.N., carrying His Majesty's Mail, will be despatched from this port for Bombay, etc., on SATURDAY, the 21st MAY, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 9th May, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."
Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 8.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at 8.30 P.M. and Sundays about 7.30 P.M. FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip Every Sunday, and takes only 34 hours to reach Macao, MING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong 8th September, 1903.

NOT RESPONSIBLE FOR DEBTS

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS are RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.
LINDENBERG, British 4-m. barque, Parrell-Standard Oil Co.
MACQUEBIE, British str., St. John George-Gibb, Livingston & Co.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"DEUCALION"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at the risk of the Consignees. The Cargo will be ready for delivery from Craft or Godown on and after the 3rd inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 9th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 9th inst., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 11th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 2nd May, 1904.

STEAMSHIP "ERNEST SIMONS" COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London or S.S. Cordun, from Hongkong, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M. To-day, the 3rd inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 10th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to us on or before the 10th inst., or they will not be recognised. All damaged packages will be examined on Tuesday, the 10th inst., at 3 P.M.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SIMLA."
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From London, etc., ex s.s. India and Sunda.
From Calcutta, ex s.s. Somali.
From Persian Gulf, ex s.s. B. I. S. N. and B. P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. To-day, the 6th inst.

Goods not cleared by the 13th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 6th May, 1904.

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rabattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE
THE Steamship

"ISCHIA."
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th inst., will be subject to rent.

CARLOWITZ & CO., Agents.
Hongkong, 5th May, 1904.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

CARGO ex S.S. "RICHMOND CASTLE"

FROM NEW YORK.

having arrived per "YUENSANG" from Manila, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LD., Agents.
Hongkong, 5th May, 1904.

HONGKONG, 5th May, 1904.

Benger's

Food is

mixed with fresh

new milk when

used; is dainty

and delicious,

highly nutritive,

and most easily

digested. Infants

thrive on it, and

delicate or aged

persons enjoy it.

The "LANCET" describes it as—
"Mr. Benger's admirable preparation."

Sold in tins by Chemists, etc., everywhere.

"THE EAST OF ASIA."

(Published Quarterly.)

CONTAINING Articles of Special Interest, Profusely Illustrated, descriptive of the people, Customs, &c., of the Far East.

The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of the sterling merit of the publication.

Price ... \$1.50.

On Sale at "NORTH CHINA HERALD OFFICE, Shanghai; MESSRS. KELLY & WALSH Hongkong; and all leading Booksellers in the Far East Hongkong, 14th February, 1903.

INSURANCES

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

THE undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS at Current Rates.

HOLLAND-CHINA TRADING CO. Hongkong, 28th November, 1903.

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS against Fire at current rates.

SIEMSEN & CO. Hongkong, 1st January, 1904.

AACHEN and MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÜCKELMANN & CO., Agents.
Hongkong, 21st April, 1897.

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPELLE & CO., Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1897.

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TURNER & CO., Agents.
Hongkong, 23rd September, 1903.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1902, £163,787,771.

I. AUTHORIZED CAPITAL... £3,000,000 0 0
SUBSCRIBED CAPITAL... 2,750,000 0 0
PAID-UP CAPITAL... 867,500 0 0
II. FUND FUNDS... 2,867,218 14 10

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.
Hongkong, 19th June, 1903.

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned, having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO. Hongkong, 28th April, 1904.

THE AMERICAN SYSTEM OF DENTISTRY

Dr. M. H. CHAUN.

27, DES VUEX ROAD CENTRAL HONGKONG. From the University of Pennsylvania U.S.A. Hongkong, 10th March, 1903.

GRACA & CO. FOREIGN AND COLONIAL STAMP DEALERS.

No. 58, PRINCE STREET, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Are also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount Allowed. [331]

DINNEFORD'S

MAGNESIA

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sickness of Pregnancy.

van Houten's

Best & GOES FARTHEST

Cocoa

EXQUISITE FLAVOR

A. LING & CO., FURNITURE STORE, PLATED, GLASS AND CROCKERY WARE, &c., &c.; and FOOCHOW LACQUERED WARE. 68, QUEEN'S ROAD CENTRAL. Hongkong, 21st September, 1903.

BUDWEISER BEER

EXTRA PALE LAGER in CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.

THE LARGEST BREWERY IN THE WORLD.

This Beer is brewed of best Sanzer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO., Sole Agents.

Hongkong 25th July, 1903.

CIGARS

nearly free from Nicotine!

Mild Taste.

Fine Flavour.

Can be smoked ad libitum without any harm.

On every Box—

... THE ...

Young American

BRAND.

3120-8

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DIRECTORY AND CHRONICLE OF THE FAR EAST \$10.00

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POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA FROM PORTSMOUTH TO PEKING, VIA LADYSMITH, WITH A NAVAL BRIGADE (Cruise of H.M.S. Terrible) 1.00

MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column 1.00

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MAP OF WEST RIVER 0.25

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sickness of Pregnancy.

DINNEFORD'S MAG

